

NEWS OF THE WATERFRONT.

Transport no More.

The Port Albert Dismantled Now.

Tug Baldwin Launched—S. G. Wilder Here.

The steamship Zealandia of the Oceanic company is due here tomorrow from San Francisco and will return to the Coast about the 27th instant. She will take freight and cabin passengers from here as usual.

Henry Villard Enters Port.

The big American ship Henry Villard, whose arrival off port on Monday night was exclusively announced in the Advertiser, was towed into the harbor yesterday morning by the tug Fearless. The Villard came from Savannah and was 123 days on the trip. It was on January 25 that one of the crew was lost overboard, during a heavy north-easterly gale. Thomas Barrett of Providence, R. I., was the unfortunate man. He was on the upper topsail yard when he lost his hold and fell, striking one of the boats on the starboard quarter, falling into the water. The weather was altogether too much to recover him.

During the gale the forward deckhouse was smashed by the force of the waves and a portion of the forward masts was stove in. This was about the only rough weather experienced by the Villard throughout her entire trip.

The Tug Baldwin Launched.

The smart little tug Leslie Baldwin was launched yesterday morning in the presence of a large crowd from the deck of the schooner Metha Nelson, while she lay at the foot of the Inter-Island wharf.

A pair of shear legs was used for the job and Captain Rennie of McCabe & Hamilton superintended the work of setting the tug in the water. This is one of the heaviest lifts which have been attempted in this harbor for a long time. The tug weighs about forty-five tons. Not a hitch occurred in the launching of the craft.

McCabe, Hamilton and Rennie have under consideration a plan to erect a set of permanent shear legs capable of lifting eighty tons. Such an appliance would be much appreciated on the waterfront, as the facilities for handling heavy pieces of machinery in this port are somewhat meagre.

Iwalani Lost a Boat.

The Inter-Island steamer Mauna Loa, Captain Simerson, arrived yesterday morning from Hawaii and Maui ports, reporting rough weather in the channel on the return trip. Purser Simerson, a son of the captain, reports that the steamer Iwalani lost a boat at Honolulu. The boat was dashed onto the rocks by the heavy seas and smashed to pieces. Fortunately all of the men in the boat at the time were rescued.

Shriners on the Kinau.

There was a great crowd on Wilder's wharf when the steamer Kinau, Captain Freeman, sailed for Hilo and way ports at noon yesterday. The Kinau had a large passenger list and many shriners were among the departing ones. About forty shriners went for the purpose of visiting the volcano. The party was conducted by Henry Villard of Wilder's Steamship Company. The following is a list of those who sailed on the Kinau:

John M. Raymond, John D. Holman, Jack V. Kraus, A. Morrison, Alexander Holliday, N. J. Johnson, D. W. Watson, George N. Schofield, Miss L. S. Parry, Dr. J. S. Hacker, S. C. Parry, Mr. and Mrs. Pritchard, S. Johnson, J. Heikler, C. C. Philbrick, A. Bolger, Mr. and Mrs. Shetterly and wife, J. B. Rose, S. Getchall, Joseph A. Watson, N. G. Edwards, L. B. Wimer, Mr. and Mrs. F. Peterson, Mr. and Mrs. A. H. Hra, Mr. and Mrs. A. C. Spring, J. T. Smith, Mr. and Mrs. A. Gregg, Miss A. W. Stewart, L. E. W. Mr. Bannister, George K. and Mrs. S. Kahana, A. Humburg, C. B. Kinney, Mr. Searle, Allan M. Walcott, J. E. S. and Mrs. M. Kohn, James S. Fenwick, Miss E. F. Wells, M. I. Billman, Fred. Lyman, Mr. M. Koble, Miss Melne, W. Robinson, L. H. Rodgers, A. McPhail, Jay and child, Mrs. M. Espinosa, M. Vetteson, G. Weight, T. McPhail, W. C. Weedon, W. F. S. Stewart, W. Neely, D. S. Chase, J. E. and Mrs. E. Invoka, M. Komabayshire, Schneider, James Renton, H. M. Arnold, John Hind, Mrs. Lindsoy, W. Walker.

The Claudine for Kahului.

Wilder's steamer Claudine, Captain Hra, sailed for Kahului and way ports yesterday evening about 5 o'clock. Raymond and two nurses were among those who took passage on the steamer. They have been called to Maui by the serious illness of Dr. McPhail. The following is a list of the passengers: J. M. Dowsett, and child; Dr. Whitney and wife, P. Carr, Edward C. Brown, Miss Edgely and assistant nurse, W. H. Feary, Barton, James W. K. Keola and child, Dr. and Mrs. J. Kinney, C. Snyder, Dr. Raymond, Tang Yang, B. Kina, Thomas Wilson, Lew Wal, Dr. Joseph Law, Ah Fong, Wane Rev. J. K. Josepa, wife and three children.

Rosamond Sails Today.

Soon today it is expected that the steamer Rosamond will take her departure for San Francisco with a full load of passengers. She will carry several passengers. The Rosamond arrived here on Saturday last month with a cargo of general merchandise. Captain Ward, one of the most popular skippers visiting this port, is her commander. The Fearless



BRINGING IN WRECKAGE FROM THE RIO.
(Courtesy of the San Francisco Chronicle.)

will tow the Rosamond out of the harbor.

A Sailor Injured.

A sailor of the Inter-Island steamer Waialeale was injured yesterday morning while working on that vessel. His scalp was badly cut by a heavy fall of sugar falling on him. He was taken to the Queen's Hospital.

S. G. Wilder Arrives.

The United States tug Eleu towed the American barkentine S. G. Wilder into the harbor yesterday morning. The Wilder came from San Francisco with a general cargo. Captain Jackson is her commander.

There came very near being a serious accident in the harbor when the Wilder towed in. When the tug Eleu let go of the barkentine the vessel was under considerable headway, making for the dock. The little schooner Waialeale, in charge of a Japanese crew, started to haul across the barkentine's bows. The result was that the Wilder ran into the Waialeale. If both of the barkentine's anchors had not been let go she would have cut the little schooner in two. As it was, no damage was done, although the Waialeale's Oriental crew were almost frightened out of their wits.

The Wilder brought, besides her general cargo, a deckload of mules and railroad ties. She came down from the Coast in sixteen days.

Donau Sails Today.

The Austrian training ship Donau, Captain Haus, expects to sail some time today for Nagasaki. She will travel to the Japanese port under sail and will probably occupy about forty-five days on the trip.

The Donau arrived in this port from Guatemala on the 4th instant. During her stay in this harbor the splendid behavior of her seamen has been the talk of the town. Many people have visited the handsome vessel and her officers have made many friends during her stay here.

Kintuck at Seattle.

The British steamship Kintuck, Captain Long, has arrived at Seattle from Manila, via Nagasaki. She brought fourteen of the mule packers who were taken over when the ship left Seattle, there being a sufficient number of men already there to take care of all the government stock. The ship also brought several government employees and three civilians, W. W. Murphy, A. H. Truax and A. S. Umphries, as passengers.

At Nagasaki she picked up a hospital corps man, O. M. Norvig, who had been left by the Pennsylvania on her way with one of the returning volunteer regiments. He will be either returned to the Pennsylvania or taken back to Manila by the Kintuck.

The Kintuck is in charge of Lieutenant H. Newton Kierulff, assistant surgeon U. S. A., acting as quartermaster in charge. Lieutenant Kierulff reports the ship in excellent condition, few repairs being necessary. The sanitary condition is also particularly good, owing to great care exercised in this particular.

Lieutenant Kierulff says of the Kintuck: "She is one of the best animal transports in the service. In the trip over we lost but eight horses, two at Honolulu and six at sea, out of the 800 and over that we carried. This is also largely due to the ability of Captain G. W. Long in handling the ship, particularly in rough weather, which contributes greatly to the comfort and health of the animals on board."

With the exception of the first few days from Manila and Nagasaki, good weather was experienced during the entire voyage.

Transport No More.

The work of dismantling the British steamship Port Albert, which was recently released from government charter, has been completed. Sixteen of the Port Albert's crew have already been discharged and have left for London over the Northern Pacific. After inspection the vessel will be returned to her owners.

The money expended by the government in day-wages for dismantling the Athenian, Port Stephens and Port Albert, at Tacoma, will aggregate about \$10,000. The money to be spent on the Arab will make a final total of about \$10,000. Machinists and fitters are paid \$3.50, carpenters \$3, and laborers \$2, per day of eight hours. A crew of about 190 men was employed on the Port Albert. A majority of the men will be given employment on the Arab.

The Arab will be the last of the transports to be dismantled. When it was announced a few months ago that four transports were to be dismantled on Puget Sound, both Seattle and Port Townsend made energetic endeavors to secure the work, and felt content that each would secure at least one of the transports. Quartermaster's Agent Cooper was in the field for Tacoma, however, and after energetic work convinced his superiors that the work could be done cheaper there than anywhere else, and that as a result all four transports were secured by him.

It Is a Dream.

Steamship men are somewhat amused at a dispatch sent broadcast from Seattle recently to the effect that the United States government had offered \$1,000,000 outright for the British steamship Ping Suey, owned by the China Mutual Steam Navigation Company, of London, and which is now at Seattle under tonnage charter to the government. It is a fact that the steamship was inspected by the government officers with a view to purchase, but the idea of any such price being offered for her is amusing. The Ping Suey is a model freighter in every way. She is a sister ship to the Yang Tze, owned by the same company, and which was recently at Tacoma. The Yang Tze was built in 1899, and the government came near purchasing her and gave her a thorough inspection while she lay at Tacoma. The owners first asked \$900,000, which price the government considered

too high. This demand was modified to \$750,000, but even this sum the government refused to pay, and negotiations were called off. The Yang Tze loaded with wheat for Balfout, Guthrie & Co., and she is now on her way to St. Vincent.

That the government should refuse to pay \$750,000 for the Yang Tze, which cost \$65,000, and should then offer a round million for a sister ship of less recent build, although perhaps in every way as good, is not believed by steamboat men. The government is anxious to purchase, but if the Ping Suey be bought it will be more likely that a price in the neighborhood of \$600,000 will be paid for her.

The Pyrenees Sold.

A ship costing \$150,000 was sold last week at the Merchants' Exchange for \$235. It was the big British four-masted ship Pyrenees, now lying high and dry on the edge of a lagoon at Manga Reva, in the Gamoter group, in the South Sea. Eschen & Minor, stevedores, of this city, were the purchasers. They expect to bring the ship, or what remains of it, to San Francisco. Manga Reva is over 4,000 miles from San Francisco. It is possible that the Pyrenees can be placed in shape to make the trip under her own sails, as was done many years ago in the case of the bark Annie Johnson, now lying between here and Hawaii.

The Annie Johnson was formerly the ship Ada Iredale, and after being abandoned in the South Sea, with a burning cargo of coal, ran ashore in the Society group, and was later secured by Andrew Crawford. The fire having been quenched, the Iredale was rigged up, brought to San Francisco, and converted into a bark that is still in fine condition. The Pyrenees, which sailed from Tacoma on October 14th last, with a cargo of 3,570 tons of wheat and barley, caught fire in the cargo on November 16th, and was sailed by Captain Bryce and his crew for sixteen days, covering a distance of 2,000 miles, before the Manga Reva lagoon was reached and the burning ship beached.—The Argonaut.

The Binnacle Makes a Change.

The Binnacle, the bright paper published aboard the United States tug Iroquois by Chief Yeoman McGettigan, once a week, has made a change. Hereafter, instead of shedding its wholesome light on the town and waterfront and world in general, on Saturday, it will flash forth its dazzling rays on Tuesday. This new arrangement gives the editor-in-chief, who is McGettigan, and the editorial staff, that is likewise McGettigan, a chance to do their work on Sunday and get the same done in time on Monday, to be read on Tuesday. It is rumored that the next issue of the Binnacle will be an exceptionally brilliant affair.

Coal for This Station.

From recent reports it is learned, says the Binnacle, that 20,000 tons of coal are to be stored at the Naval Station in Hawaii. This will be the largest amount stored at any one station. San Francisco comes next with 17,000 tons.

Letter From Guam.

The Binnacle publishes part of a letter recently received from Captain F. J. Merry, in Guam, by his nephew, Arthur L. Merry, commandant's clerk, Naval Station, Hawaii. It is as follows: "I expect to make the steamer which leaves for San Francisco on March 1. Hold my mail after that date. I may go direct to San Francisco and not touch at Honolulu, if I am on a transport. All are well and everything is working satisfactorily. I will have to go to San Francisco to make my report, as I can get no market prices here for contracts. Besides, I would like to confer with some contractors and look over some building plans at the Navy Yard."

Shipping Notes.

Money will be issued to the crew of the Iroquois on Saturday, the 23d instant. The artesian well which is being sunk at the Naval Station has reached a depth of 800 feet. The old Hawaiian man-of-war Kaimiloa is being used to take coal out to the British cruiser Warspite. The American ship John C. Potter, 35 days from Tacoma, arrived in port yesterday morning.

Assistant Harbor Master Ellis is confined to his bed. This made Captain Fuller's hands full yesterday. Yesterday the steamer Nocu went outside to tow the schooner Fannie Adele into port. The latter was from Kauai and had anchored off the harbor over night. It was found that the Adele could not get her anchor up, her windlass being out of order.

MOVEMENTS OF STEAMERS.

Steamers.	From.	Due.
America Maru—S. F.	March 22	
Hongkong Maru—Yokohama.	March 23	
Mariposa—S. F.	March 27	
City of Peking—S. F.	March 30	
China—Yokohama	April 2	
Sonoma—S. F.	April 2	
Ventura—Sydney	April 2	
Gaelic—Yokohama	April 2	
Doric—Yokohama	April 9	
Aorangi—Sydney	April 10	
Mowera—Vancouver	April 13	
Mariposa—S. F.	April 13	
Hongkong Maru—S. F.	April 15	

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City of Peking—Yokohama	March 30	
China—S. F.	April 2	
Sonoma—Sydney	April 2	
Ventura—S. F.	April 2	
Gaelic—Yokohama	April 2	
Doric—S. F.	April 9	
Aorangi—Victoria	April 10	
Mowera—Sydney	April 13	
Hongkong Maru—Yokohama	April 15	
Mariposa—S. F.	April 17	

VESSELS IN PORT.

ARMY AND NAVY.

U. S. tug Iroquois, Pond, Midway Island, August 5.
Austrian training ship Donau, Haus, Guatemala, March 6.
H. M. S. Warspite, Victoria, March 13. Anchored off port.

MERCHANTMEN.

(This list does not include coasters.)
Bertie Minor, Am. schr., Raven, Eureka, March 14.
C. F. Sargent, Am. sp., Melville, Tacoma, February 22.
Carrollton, Am. bk., Hayes, Tacoma, February 17.
Columbia, Am. sp., Mattison, Tacoma, March 5.
Defiance, Am. schr., Blum, Newcasle, March 16.
Fantasi, Nor. bk., Anderson, Newcastle, February 23.
Gerard C. Tobey, Am. bk., Gove, Tacoma, January 16.
Geo. Curtis, Am. sp., Calhoun, San Francisco, February 18.
Henry Villard, Am. sp., Quick, Savannah, March 15.
Irmgard, Am. bk., Schmidt, San Francisco, March 10.
Jabez Howes, Am. sp., Clapp, Tacoma, March 15.
John C. Potter, Am. sp., Meyer, Tacoma, March 19.
John A. Campbell, Am. schr., Smith, Port Blakeley, March 3.
Metha Nelson, Am. schr., Christiansen, San Francisco, March 15.
Mauna Ala, Am. bk., Smith, San Francisco, March 7.
Olympic, Am. bk., Gibbs, San Francisco, March 13.
Paul Isenberg, Ger. bk., Ott, Bremen, March 4.
Rosamond, Am. schr., Ward, San Francisco, February 21.
Skagit, Am. bk., Robinson, Port Gamble, March 16.
S. C. Allen, Am. bk., Johnson, San Francisco, March 5.
S. G. Wilder, Am. bk., Jackson, San Francisco, March 19.
Top-Gallant, Am. bk., Lunveldt, Manila, February 22. In distress.
Twilight, Am. schr., Ceuthen, from sea, January 21.
Transit, Am. schr., Jorgenson, Newcastle, February 23.
W. B. Flint, Am. bk., Johnson, San Francisco, March 7.

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